| | 1018Z 30 JULY 14959 TON - Date By | | OPS. | 10 | |
|--|---|--|--|--|--|
| | NOVAOTION ROR | 3 | 20/6 | 6 | |
| -March or or anadermident topic to been described | ACTION TAKET | ROUTII | ic ANT | 7 25X1 | |
| 70 : | DIRECTOR ACTION DEFENDED UNTIL | CFQ | 100 | / | |
| 25X1 | ACTION REFERRED | RC | | | |
| | DPD (1-2-3-4-5-6-7-8CC 30 7) | RSQ | RSQ ROUTINE | | |
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| | DDH | Miller | | IN Ø42Ø4 | |
| | TOR: 1018Z 30 JULY 1959 | CC WX | _ | | |
| 25X1 | TOTAL JO COLT 1/0/ | The designation of the second | | | |
| 25X1 | mpo | INITIAL W | HEN READ | 9291 25X1 | |
| | | | | 20/(1 | |
| 25X1 | REF Ø892 (OUT 98779) | | | | |
| | 1. REPORT MENTIONED IN REF LEAVES SOMETHING TO BE DESIRED, BUT | | | | |
| | OBJECTIVE OF GETTING REPORT TO HQS WHILE OPERATION STILL CURRENT | | | | |
| | OVERSHADOWED DELAYING REPORT FOR FRILLS. | | | | |
| | 2. REF PARA 1 - SELECTION OF AIRCRAFT MADE BY COMMANDER AND | | | | |
| | REAFFIRMED IN DISCUSSION WITH MISSION PILOT AND BACKUP PILOT. AIR- | | | | |
| | CRAFT SELECTED REQUIRED EMERGENCY OXYGEN SYSTEM (MAP CASE SYSTEM) AND | | | | |
| | | | | | |
| | DUAL REDUCER SYSTEM INSTALLED, GOOD AUTOPILOT, ACCURATE COMPASS, NO | | | | |
| | OUTSIDE COATING (AIRCRAFT 355), NO ODD-BALL PLUMBING SUCH AS WEATHER | | | | |
| | GEAR GOOD FUEL CURVE AND IN GENERAL, TROUBLE FREE | | | | |
| | FLIGHTS. THUS, 367. | / | | | |
| 25X1 | 3. REF PARA 2 - HQS STATED IN | | | | |
| | DESIRED ARRIVAL TIME. AIRCRAFT TOUCHED DOWN AT \$930Z. TAXI TIME OF | | | | |
| | FIVE MINUTES MADE ARRIVAL TIME \$935Z. 25 YEAR RE-REVIEW | | | | |
| | END OF ME | 23 1 | CAK KE-KE | . V I I V V | |
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